

BLACK WILL SQUELCH IT.

PLATT-CROKER RAPID TRANSIT DEAL CAN'T SUCCEED.

THE GOVERNOR IS HOSTILE TO IT, AS HE HAS BEEN TO ALL SIMILAR SCHEMES. HE IS ALSO AGAINST THE \$7,000,000 CANAL BILL AT LEAST FOR THIS YEAR.

Albany, March 18 (Special).—The amazing bill of Senator Ellsworth abolishing the present Board of Rapid Transit Commissioners of New-York, and authorizing the Mayor of that city to appoint a bi-partisan Board of two Platt Republicans and two Tammany Democrats, is dead, although, as in the case of the Irishman's headless turtle, "he's not yet snuffed it." That Mr. Ellsworth is not yet "snuffed" is a fact, but the bill, like the Press Gag, is a corpse. It was apparent from what he said to-day after a ten-minute chat with Governor Black in the executive chamber.

"I shall press my Rapid Transit bill," he said, "because I think it ought to be passed. The present administration of New-York, which will be in power for four years to come, is not in accord with the Rapid Transit Commissioners, and, as a consequence, no progress can be made toward giving New-York what it so badly needs—a rapid transit railroad. It is therefore the duty of the Legislature, it seems to me, to pass a bill which will enable Mayor Van Wyck to have a commission which is in accord with his views."

Governor Black, it is reported, is greatly puzzled by the introduction of the measure, and does not yet know who gave it to Mr. Ellsworth. Mr. Ellsworth is not believed to be the man who prepared it, but merely its "sponsor," as in the case of the Press Gag bill. Perhaps it was Mr. "Responsibility," the same gentleman who ordered Mr. Ellsworth to present the Press Gag bill, who persuaded him to father this latest masterpiece. If so, the Governor is not aware of it, and was not warned of any one's intention to have it introduced.

The Governor is opposed to Mr. Ellsworth's rapid transit measure, and he has been steadily averse to such "deal" bills. Not one of them has received his approval. In 1897 great pressure was put upon him by Edward Lauterbach, Frederick S. Gibbs and Lemuel E. Quirk to induce him to sign a bill abolishing Mayor Strong's Police Board and substituting for it a machine Board. He gave notice that he would not sign the bill, and so killed it. In the same way he refused in 1897 to sign a bill naming Jacob M. Patterson and William H. Ten Eyck as Commissioners of the Grand Concourse, a bill recommending the wards of Troy in the interest of a Republican political ring, and a bill removing William B. Davenport from his place as Public Administrator of Brooklyn.

Early in the present year, it will be recalled, there were rumors that "deal" bills would be passed giving Messrs. Platt and Croker the naming of a new Rapid Transit Commission, reconstructing the Court of Special Sessions in their interest, driving out of office the Board of Police Magistrates and substituting followers of the two bosses, and abolishing the present Board of Education of New-York and authorizing Mayor Van Wyck to name its successor. Mr. Black crushed the life out of all these schemes by making it known that he would not approve them.

The Rapid Transit bill of Mr. Ellsworth, also being palpably due to a "deal," meets with the Governor's opposition. "In the face of his great veto," said a Republican Senator this afternoon, "the bill is dead." Of course, it might be passed by a majority of the votes of the Senate, but Mr. Croker and Mr. Platt control, but the Legislature will adjourn on March 31, and the Governor will have thirty days thereafter to consider bills in his control, and the knowledge of Senators and Assemblymen that he is opposed to the measure will probably cause its death in the Senate Committee on Ways and Means.

The Rapid Transit Commission has been informed that if it cares to appear in opposition to the bill it may do so next Tuesday. The organizations in New-York opposed to the measure ought to go before the Senate Committee on Ways and Means and support Mr. Black.

The news that the Senate Finance Committee is looking with disfavor on the bill which proposes to submit to the voters this fall the scheme to build a \$7,000,000 canal was supplemented to-day by the statement that the supporters of the measure have failed to obtain Governor Black's consent to it. The Governor's veto is the death blow to the canal scheme. The bill is reported on the work already done under the \$9,000,000 appropriation it would be unjust to the taxpayers to ask them to give their sanction for the outlay of more money in the same direction. Further, the Governor believes that the permanent deficit of the canal improvement scheme might result from putting the question to a vote of the people this fall. After the Canal Commission has reported on the work of improving the canal has been recently executed, he thinks the proposition to spend \$7,000,000 more may safely be submitted to the people, and that it will be adopted.

OPPOSITION DEVELOPING RAPIDLY.

CHAMBER OF COMMERCE LIKELY TO FIT ITSELF ON RECORD IN CONDEMNATION OF THE MEASURE NEXT TUESDAY.

Public opposition to the passage of the Ellsworth bill abolishing the present Rapid Transit Commission and substituting a bi-partisan Board is developing with great rapidity, as was to be expected. The committee in charge of the bill, the meeting of which was held yesterday, had the Governor's veto in mind, and the rapid transit problem out of the hands of the present responsible Commission when it seems likely before long to see the end of its labors, and to place it in the hands of men whose appointment would be dictated by political bosses and whose chief responsibility would be to their political creators.

The Chamber of Commerce is known to be almost unanimous in its opposition to the bill. It will in all probability put itself on record to that effect at a special meeting that has been called for next Tuesday. The call for this meeting was issued yesterday, and its signers include some of New-York's best-known and most influential citizens. The roll reads as follows:

Alexander B. Orr, President.

The undersigned members of the Chamber of Commerce of the State of New-York hereby request you to call a special meeting of the Chamber of Commerce of the State of New-York on March 22, 1898, at 12:30 o'clock in the afternoon of that day. The object of such special meeting is to take into consideration the bill introduced on March 18, 1898, abolishing the Board of Rapid Transit Commissioners and substituting a bi-partisan Board of Rapid Transit Commissioners.

The call is signed by W. Bayard Cutting, John H. Rensselaer, Abram S. Hewitt, William E. Dodge, Jacob H. Schiff, Morris K. Jessup, John A. Stewart, F. D. Tappan, J. Edward Simmons, Gustav H. Schuch and J. Kennedy Tool.

The Executive Committee of the Citizens Union, as already announced in The Tribune, has taken steps leading to the appointment of a committee to arrange for public protests against the passage of the Ellsworth bill. Arthur von Briesen, chairman of the Executive Committee, is now engaged in selecting the members of this committee of fifty, and will be able to announce the names in a day or two. It is expected that this committee will act in conjunction with the representatives of the Chamber of Commerce in the arrangement of mass-meetings and other means through which the public may make known its sentiments on the subject of the Ellsworth bill. It is certain that if the bill is ever passed to a vote the legislators will not be allowed to cast their votes on the bill in ignorance of the light in which the citizens of New-York regard the proposed measure. Many close observers are inclined to think that such a volume of public protest will be aroused that the institution of the bill will seem it unwise to attempt its passage.

The action of the Rapid Transit Commission regarding the certificates and the contract for the tunnel is being vigorously protested. The General Assembly is to be held next Tuesday, but the attendance, as was pointed out in The Tribune, of Mayor Van Wyck and the members of the Executive Committee of the Board of Rapid Transit Commissioners is a definite action of the Board. All the other Commis-

THE FRENCH DEMANDS ON CHINA.

DISPLACEMENT OF A BRITISH OFFICIAL AND A COASTING STATION INCLUDED.

Peking, March 18.—The French demands upon China, in addition to those cable from Peking last night (that China shall not cede any portion of the four provinces of Kwang-Tung, Kwang-Si, Yun-Nan and Kwei-Chau, that the railroad from Lung-Chau-Ting, on the northern frontier of Tonquin, shall be extended, via Pao-Sam into the Yun-Nan Province, and that a coasting station be granted to France at Lei-Chau-Fu, in the Hen-Chau Peninsula, north of Hai-Nan), include that the Director of the Imperial Post-office be a Frenchman, evidently with a view of separating it from the control of Sir Robert Hart, the Director of the Chinese Imperial Maritime Customs, and the cession of a coasting station at Kwang-Chau, is demanded on the same terms as Kiao-Chau Bay, ceded to Germany, with a railroad concession to include exclusive mining privileges.

Eight days are allowed China in which to reply to the French demands, and the threats are interpreted to indicate the French occupation of the Province of Hai-Nan unless the Chinese comply.

ENGLAND'S POSSESSIONS MENACED.

AN ANXIOUS DISCUSSION IN LONDON OVER THE NEW FRENCH DEMANDS IN CHINA.

London, March 19.—At the Cabinet Council yesterday there was an anxious discussion of the new development of French demands in China. The Duke of Devonshire, Lord President of the Council, who presided, has decided to postpone his intended departure for the Riviera. All the newspapers this morning comment on the impossible nature of the French demands. "The Times" says:

"China is inclined to yield through her fear of an occupation of Hai-Nan. It may be necessary to make it very plain to the Chinese mind that worse things than the occupation of Hai-Nan will happen if China undertakes to settle by a mere ex parte agreement with a third Power questions which immediately affect the safety and prosperity of one of our most important possessions in the East."

"The Daily Mail" says: "What does it mean? A coasting station and a railway are all very well, but if it comes to admitting a French title to the hinterland of Murmah and Hong Kong, Great Britain must oppose to the utmost of her influence and power."

"The Morning Post" thinks it "time for England to present her list of requirements."

"The Times" publishes this morning a military article showing that Russia's strength on the Manchurian frontier is considerably less than is generally supposed, and is certainly inadequate to meet a well-equipped adversary. Commenting editorially upon the conclusions drawn by its contributor, "The Times" says:

"Japan evidently has taken the measure of Russia's strength, and the result is seen in Russia's withdrawal from Corea. Japan has made Corea no longer requires foreign help, and she has acted so quietly that her action stands revealed for the first time by its results. It forms an admirable object-lesson for the British Government."

YIELDS TO THE RUSSIAN DEMANDS.

NO OTHER COURSE LEFT TO THE HELPLESS PEKING GOVERNMENT.

London, March 18.—It is announced to-day in a dispatch to "The Times" from Peking that the mission of Shu-King-Chen, the Chinese Minister to Germany, who was sent to St. Petersburg in an effort to prevail upon Russia to modify her demands upon China, has been unsuccessful, and it is added there is no alternative but to agree to the Russian demands.

RUSSIA WITHDRAWS FROM COREA.

LEAVING THE HERMIT KINGDOM TO MAINTAIN ITSELF, IF POSSIBLE.

St. Petersburg, March 18.—The official "Messenger" publishes a note to-day saying the Russian Government has instructed its representative at Seoul, the capital of Corea, to inform the Emperor of Corea and his Ministers that if, in their opinion, Corea no longer requires foreign help, and is capable of preserving, with her own resources, the independence of her internal administration, Russia will not hesitate to recall the Russian financial adviser. As regards the Russian military officers, the note continues, they will, after leaving the Korean Army, temporarily remain at the disposal of the Russian Ministry, in view of the still unsettled state of the country. The note proceeds:

"No longer bound by the responsibility which the presence of the Russian instructors and financial adviser of that country imposed upon Russia, the latter can now abstain from actively participating in the affairs of Corea, hoping the young State, strengthened by the support of Russia, will be able to maintain without assistance order at home and preserve her full independence."

"In a contrary case, the Imperial Government will take measures for the protection of the interests and rights of Russia, as the great Power which is Corea's neighbor."

A RUSSIAN SPY AT HATFIELD.

ACTING AS A FOOTMAN IN THE SERVICE OF LORD SALISBURY.

Birmingham, March 18.—"The Gazette" of this city, asserts that a Russian spy, in the guise of a footman, has been discovered at Hatfield, the home of the Marquis of Salisbury.

MR. GLADSTONE'S HEALTH.

A DISCOURAGING BULLETIN ISSUED BY HIS PHYSICIANS.

Bournemouth, March 18.—The following bulletin has been issued with respect to Mr. Gladstone: "In the absence of any improvement in Mr. Gladstone's condition it has been settled in consultation that he should return to Hawarden next week." The bulletin is regarded as having only one meaning. It is understood that the grievous facial pains have returned and will no longer yield to the usual remedies.

WANT TO SHUT OUT AMERICAN HORSES.

AGITATION IN FRANCE ON THE SUBJECT.

Paris, March 18.—The horse-breeders of Brittany, Normandy and the southwestern departments generally are raising an outcry that the fall of prices is due to the increase in the importation of American horses, and are clamoring for a duty of 30 francs (about \$40) on each horse imported, together with a quarantine and a branding of the animals. The various Chambers of Agriculture support the agitation.

BRITISH CAPITAL IN RUSSIA.

AN ENGLISHMAN BUYS A GREAT PETROLEUM BUSINESS AT BAKU.

St. Petersburg, March 18.—A dispatch to the "Novoye Vremya" from Baku, Russian Transcaucasia, says the great Mantschoff petroleum business, valued at \$3,500,000, has been purchased by an Englishman.

A BRITISH GENERAL'S VISIT.

THE COMMANDER OF THE FORCES IN CANADA GOING TO WASHINGTON.

Halifax, N. S., March 18 (Special).—General A. G. Montgomery Moore, commanding the British land forces in Canada, will start by the Canadian Pacific express to-morrow morning for Washington. He will be accompanied by his chief of staff, Captain J. G. R. U. Colbourne, Mrs. Moore and Miss Colbourne, the General's niece. The General frankly says he is going to Washington to see the President, and to see the British Ambassador, Lord Curzon, and to see the Secretary of War, Mr. Taft. He will also see the Chief of the Canadian militia, it is said to be in Washington now.

COURT STILL HARD AT WORK.

IMPOSSIBLE, SAYS CAPTAIN SAMPSON, TO SAY WHEN THE REPORT WILL BE READY.

THE CRUISER MONTGOMERY ARRIVES AT KEY WEST—WARSHIPS OF THE FLEET STILL TAKING ON AMMUNITION.

Key West, Fla., March 18.—The Court of Inquiry is diligently continuing its sessions on board the battle-ship Iowa; and, judging from statements made by members, it is quite probable how many more days will pass before the public learns its conclusions.

By the courtesy of Rear-Admiral Sigsbee, the correspondent of the Associated Press was today enabled to escape the rigor of the recent rule forbidding correspondents to go on board warships, and was the first civilian to interview the members of the Court of Inquiry since they secluded themselves on Wednesday on the Iowa. Until to-day one might as well have been in Havana for all that was known by personal observation as to the actual presence of the Court here. Captain Sampson received the correspondent on the poop of the splendid ship he commands. In the Admiral's cabin below were Captain Chadwick, Lieutenant-Commander Potter and Judge Advocate Marx. They had been in session since 10 o'clock this morning, with the ship's writer acting as clerk.

CAPTAIN SAMPSON TALKS A LITTLE.

"The Court is still hard at work," he said. "I have just left my conferees. It is utterly impossible to say when our report will be ready. If I surmised the date and you reported it, I am afraid something might occur that would defeat the expectation and only serve to disappoint the anxious public. When the report is ready, it will not be for us to make the announcement. Washington, I presume, will do that."

If a preliminary report had already been sent to Washington, Captain Sampson apparently knew nothing of it. In the course of the afternoon, while the Court continued in session without once coming out of the cabin, large quantities of ammunition were taken on board. The same thing took place on the New-York. Both ships are now better supplied with ammunition than they have been at any time before.

At 4 o'clock this afternoon, the regular hour at previous sessions of the Court for adjournment, Captain Chadwick and Lieutenant-Commander Potter entered a gig and were rowed to the New-York. Judge Advocate Marx is staying on board the Iowa. The Court will resume its sessions to-morrow, when it will devote considerable time to the preparation of diagrams, showing parts of the Maine as found after the explosion.

Unusual precautions are observed on the New-York and the Iowa, double harbor watches being enforced. Every craft that passes on its way into the harbor is submitted to the closest scrutiny of searchlights. Both vessels are ready to pull out at fifteen minutes' notice, and special attention is being given to the instruction of the sailors in small arms and firing practice.

RETURN OF THE MONTGOMERY.

The cruiser Montgomery arrived here this morning from Havana, and the cruiser Detroit sailed this morning for the Tortugas Islands, with provisions and ammunition for the fleet. From the Tortugas the Detroit will proceed to Fort Tampa to load ammunition.

The Government tug Somerset arrived here this morning from Philadelphia.

The Morgan Line steamer Aransas arrived here this morning from Havana, with Senator Money and Congressman Amos J. Cummins and Alden Smith on board.

The torpedo-boat Foote arrived this afternoon from Charleston by way of Jacksonville.

The cruiser Nashville sailed for the Tortugas with supplies, simultaneously with the departure of the Detroit.

The Montgomery, with the exception of the torpedo-boats, is the only warship in the harbor. The Iowa and the New-York are still lying far out.

THE VESUVIUS' BOUND FOR WASHINGTON.

A RUMOR THAT THE MAINE COURT'S REPORT WAS ON BOARD DENIED AT THE NAVY DEPARTMENT.

Washington, March 18.—A report that the Vesuvius had been sighted early in the day coming through the Virginia Capes headed for Washington gave rise to a rumor that she was bringing the report of the Maine Court of Inquiry to Washington. This, however, could not be confirmed from any official source. At the Navy Department it was admitted that the Vesuvius was bound for Washington, but it was explained that she was coming merely for repairs to her armament, and it was denied that she had on board any member of the Naval Board, or that she was carrying the report of that body.

The Vesuvius did not reach Washington to-night, but it was reported at the navy yard that she anchored off the Government proving grounds at Indian Head about 9 o'clock, when she was met by the big navy yard tug Triton, which returned to the yard about 9 p. m. It was denied that the Triton brought any one from the Vesuvius to Washington.

Secretary Long went to bed at 9 o'clock with strict orders not to be disturbed, and Assistant Secretary Day spent the evening at the theatre. He was seen by a few minutes only at the White House, where he had a talk with the President.

GREAT BRITAIN WILL INQUIRE.

STIRRED UP OVER A TREATY REPORT FROM WASHINGTON.

London, March 18.—Replying in the House of Commons to-day to a question, the Parliamentary Secretary for the Foreign Office, George N. Curzon, the British Ambassador at Madrid, Sir H. Drummond-Wolff, was instructed to inquire into the report that the Spanish Minister at Washington, Señor Polo de Bernabe, had requested the British Government to discuss the preferential trade system for American products in the Spanish West Indies, as under the existing treaty British goods were entitled to the minimum colonial tariff.

COLLIERY DISASTER IN SPAIN.

SIXTY BODIES TAKEN FROM A MINE IN WHICH THERE HAD BEEN AN EXPLOSION.

Madrid, March 18.—A terrible explosion took place to-day in the Santa Isabel mine, at Belmez, Province of Cordova.

Sixty corpses have already been recovered, and many men are as yet unaccounted for.

VICTIMS OF THE CHICAGO FIRE.

SEVEN BODIES RECOVERED—A LIST OF PERSONS WHO PROBABLY PERISHED IN THE FLAMES.

Chicago, March 18.—Late last night the names of the following persons supposed to have been caught in the building at No. 215-221 Wabash-ave., which was destroyed by fire Wednesday, were reported to the police as being among those who probably perished:

EDGEMONT, C. H., Burlington, who registered Wednesday morning at the Leland Hotel; was seen to enter the Auer Building a few moments before the fire broke out, and was last seen on the roof of the building.

GRAY, Phil, employed by W. A. Ginstend Company.

HANSON, Albert, employed by the same company.

HILBERT, Miss, sister-in-law of W. A. Ginstend Company.

HIPKIN, Charles H., employed by Freeholder Board of Publication.

MITCHELL, R., a solicitor, also among the missing, he was in the building shortly before the fire broke out.

Albert Brierly, reportedly missing, has been accounted for. The number of dead recovered is seven.

MILITARY TOURNAMENT, MADISON SQUARE GARDEN.

By special request, CHILDREN'S Matinee Saturday, 2:30 p. m. All seats, 50 cents.—Adv.

STILL AFTER THE O'HIGGINS.

COMPETITION LIVELY BETWEEN THE UNITED STATES AND SPAIN.

THE PICTURESQUE CEREMONY OF THE TRANSFER OF THE AMAZONAS TO THE AMERICAN NAVY—MR. HARMSWORTH'S PRESENT TO LIEUTENANT PEARY.

[BY CABLE TO THE TRIBUNE.]

London, March 18.—Negotiations respecting the purchase of the Chilean cruiser O'Higgins are still proceeding actively, with lively competition between the United States and Spain. I am informed from a trustworthy source that the American Government is now likely to succeed in obtaining this fine ship.

The transfer of the Amazonas to-day to the American flag was a ceremony unique in its Jeffersonian simplicity. Lieutenant Colwell went to Gravesend at 11 o'clock with two graduates of Annapolis, Mr. Robinson and Mr. MacMorris, who are completing their studies in England. He exchanged compliments with the Brazilian officers, and the green and yellow flag was hoisted down. The American flag was then run up in the presence of Consul-General Osborne and a small band of journalists, and Lieutenant Colwell was captain of the ship, with one ensign, one engineer cadet and twenty nondescript seamen, eight of whom deserted in the course of an hour. The Brazilian officers and men occupied the greater part of the afternoon packing up and leaving the ship. When the San Francisco came in sight Lieutenant Colwell turned over the command to Ensign Robinson, the youngest officer ever in charge of a warship, and went out in a small boat to report to Captain Howell.

The keys of the magazine were in the pocket of the young student of architecture, but no sentries were at the doors. The San Francisco fired a salute, the crew cheered lustily, and the band played the "Star Spangled Banner" as the Amazonas was passed. The British fortifications opposite saluted in return, and the American flag fluttered over many houses in the old town. The Amazonas was manned toward evening by officers and a crew from the flagship.

Conspicuous in the river, with American colors flying, was the Windward, which sailed during the night for New York, whence it will start under Lieutenant Peary's command for the North Pole. The vessel has been refitted at Mr. Alfred Harmsworth's expense, and generously presented to the American exploring party. Mr. Harmsworth, who was one of the spectators at to-day's singular transfer of naval flags in a British port, has not neglected anything which is essential to the comfort of Lieutenant Peary and the success of the American expedition.

STARS AND STRIPES ON THE AMAZONAS.

FORMAL TRANSFER OF THE WARSHIP BY BRAZIL TO THE UNITED STATES.

Gravesend, England, March 18.—The cruiser Amazonas, built by the Armstrongs for Brazil and purchased by the United States, was formally transferred from the Brazilian flag to the Stars and Stripes shortly after 11 o'clock this morning.

The ceremony was simple and dignified, and to the Brazilian officers it was somewhat pathetic. Lieutenant-Commander Colwell, United States naval attaché, accompanied by Ensign Roberts, Assistant Engineer McMorris and Consul-General Osborne, arrived on board shortly before 11 a. m. The chief officers of the Coast Guard and a number of customs officers, all in uniform, were already on board. Lieutenant-Commander Colwell and his party were received at the gangway by Lieutenant Santos, and were escorted to the captain's cabin, where they were received by Commander Correa. In reply to Lieutenant-Commander Colwell's inquiry, Commander Correa said he was ready to transfer the vessel forthwith, and Messrs. Colwell, Roberts and McMorris donned their uniforms and proceeded on deck, and gathered near the flagstaff, from which the green flag of Brazil was flying. Then Lieutenant-Commander Colwell, saluting Commander Correa, said:

"Captain, I have here a contract of sale, to which you are a witness, whereby this vessel is to be transferred to me, in behalf of the United States."

Commander Correa replied through an interpreter, saying:

"In handing over the ship I desire to say that it is done with the sincere friendship of Brazil."

Lieutenant-Commander Colwell, saluting, replied:

"In behalf of the United States, I thank you for the sentiment."

A Brazilian sailor then brought down Brazil's blue-starred pennant from the top of the mainmast, carrying it in his teeth.

In the centre of the circle of officers of both nations, Lieutenant-Commander Colwell then faced the Brazilian flag flying from the cruiser's stern, and as the officers bared their heads, the flag of Brazil was hauled down at 11:10 a. m., after which, facing about, with their heads still uncovered, Old Glory was run up to the main.

Lieutenant-Commander Colwell and the Brazilian officers thereupon shook hands, and all the Americans present did the same.

Commander Correa then invited them all into the cabin to drink the health of the ship, and the Brazilian captain afterward showed Messrs. Colwell, Roberts and McMorris over the vessel, and furnished to them inventories of the supplies, etc. The Amazonas remained in charge of Ensign Roberts and Assistant Engineer McMorris until the United States cruiser San Francisco arrived here.

Great interest was taken in the ceremony, which is said to be unique in naval history, by which one Power transferred a warship to another Power in the harbor of a third Power.

Several American flags were hoisted at Gravesend after the Stars and Stripes was unfurled over the Amazonas.

The San Francisco arrived here at 3:30 p. m. Peking dispatches reported that the ship was bound for Havre after sailing from the Fort, the band played "The Star-Spangled Banner," with the crew standing at attention.

Captain Leary said he had had a pleasant voyage from Lisbon. Off Deal he received dispatches, and thought at first that there might have been a declaration of war.

Commodore Howell, who was received by Lieutenant-Commander Colwell the moment the San Francisco reached her moorings, ordered six hundred tons of coal for the San Francisco and three hundred tons for the Amazonas, which is coaling and is expected to complete that work on Monday, when she will go to Holy Haven to take on board her ammunition, which is waiting for her there. Thence the Amazonas sails, presumably for Key West, the San Francisco going to New-York. Commander Nazro takes command of the Amazonas, and seven other officers of the San Francisco will accompany him. Sixty and some seamen will be shipped here.

SPAIN HAS NOT BOUGHT THE VARESE.

AN OFFICIAL DENIAL FROM ROME OF THE "IMPARCIALE" STORY.

Rome, March 18.—An official denial is given to the report that the armored cruiser Varese has been sold.

London, March 18.—The United States naval authorities here were disappointed at news from Madrid today, contained in a dispatch to the "Imparciale" from Rome, saying the Italian Minister of Marine confirmed the report of the sale of the armored cruiser Varese to Spain, for which vessel the United States naval authorities were competing.

THE MONARCH RETURNING FROM HAVANA.

The big derrick barge Monarch, towed by the wrecking steamer D. E. Arnold and Right Arm, which was sent to Havana to work on the Maine, were reported off Sandy Hook last night.

DEFENCES FOR PORTSMOUTH, N. H.

Perimeter, N. H., March 18.—The schooner Phineas, Captain Knowlton, arrived this morning from New-York with a cargo of ammunition and two 6-inch guns for fortification at Portsmouth. The work of unloading began at once, and the defence of Portsmouth Harbor will be pushed as fast as possible to completion.

BLANCO TO BE AGGRESSIVE.

OPTIMISTIC NEWS FOR MADRID—TO HUNT THE INSURGENT GOVERNMENT.

Madrid, March 18.—It is asserted that, the central and western provinces being pacified, General Blanco is about starting on extensive operations, with eighty battalions and large volunteer forces, to destroy the insurgent power in Eastern Cuba.

General Blanco will direct his efforts especially to demolish what is described as "the more or less embryonic organization which has enabled the rebels to maintain the appearance of government."

A dispatch to "The Daily Mail" from Brussels says no approach has been made to Belgium for arbitration over the Maine affair.

The Government is exceedingly hopeful of early results from General Blanco's plan of large operations in the east of the island.

It is understood that the report of the Spanish Naval Court upon the Maine disaster will be delayed until the American report is published.

Señor Sagasta, the Premier, says that the journey of the torpedo squadron, now at the Canaries, to Havana has not been indefinitely postponed. The tone of the press is more hopeful, but financial circles are still uneasy.

WILL AWAIT A SPANISH CRUISER.

WHY THE TORPEDO FLOTILLA REMAINS AT THE CANARY ISLANDS.

Madrid, March 18.—The "Imparciale" to-day says: "The instructions sent to the torpedo flotilla to remain at the Canary Islands are due to the Government's desire that the squadron should be escorted to Cuba by a cruiser, and for no other reason."

THE WINDWARD SAILS FOR AMERICA.

HOISTING THE STARS AND STRIPES OVER THE PEARY ARCTIC SHIP.

Gravesend, England, March 18.—There was a picturesque ceremony here to-day, when Alfred C. Harmsworth, proprietor of "The Daily Mail," hoisted the Stars and Stripes over the Arctic steamer Windward, which is moored a few yards from the Amazonas. The Windward is here on her way to the United States, having been presented to Lieutenant R. E. Peary, the American explorer. The steamer is in the pink of condition. Mr. Harmsworth having just expended \$2500 on overhauling her engines, boilers and rigging.

Lieutenant Peary's private cabin is beautifully fitted up, and has in it portraits of the Harmsworths, Dr. Nauman and other explorers.

The Stars and Stripes was hoisted at 2 p. m., all on board saluting as the flag went up, with three cheers and wishes for the success of the explorer.

The Windward sailed from here at 5 o'clock this afternoon.

GREAT BRITAIN AND HAWAII.

THE SENATE COMMITTEE DECLARED TO HAVE HAD NO FACTS ON WHICH TO BASE THEIR STATEMENTS.

London, March 18.—The Government of Great Britain is surprised at the report of the Senate Committee on Foreign Relations, which, after presenting a joint resolution for the annexation of Hawaii, set forth that Great Britain was plotting for the absorption of Hawaii. A high official of the British Foreign Office said to-day:

"It is unfortunate that the committee has such an erroneous impression. I cannot imagine upon what supposed facts they base their report. It seems improbable that the Senators would issue official statements on no other basis than rumors and suspicions. As a matter of fact, nothing is further from Great Britain's intentions than to interfere in any way with the existing regime in Hawaii. No steps in that direction were ever contemplated. On the contrary, Her Majesty's Government has recognized that the United States has the foremost interests in Hawaii, and that it is natural and inevitable that Hawaii should be under American influence."

EIGHT KILLED BY DYNAMITE.

FATAL EXPLOSION IN A GOVERNMENT WAREHOUSE IN JAMAICA.

Kingston, Jamaica (via Bermuda), March 18.—A dynamite explosion took place this morning in the Government storehouse on Montego Bay. Eight men were killed and many injured.

SCENE IN THE HOUSE OF COMMONS.

DR. TANNER FOR VIOLENT LANGUAGE IS ORDERED OUT OF THE CHAMBER.

London, March 18.—While the House was in committee, discussing the estimates, Dr. Tanner, Anti-Parnellite, Member for Mid-Cork, was twice called to order for irrelevant and somewhat incoherent remarks about the unprotected condition of Hong Kong.

As he kept on shouting and defying the rulings of the chairman of committee, James W. Lowther, Conservative, Member for the Penrith Division of Cumberland, Mr. Lowther finally ordered him to leave the House. Dr. Tanner exclaimed:

"With greater pleasure than I ever entered it." Then, sauntering slowly toward the door and scornfully pointing to the chairman, he bellowed out: "I hope the French will beat you, Cedric Salisbury's nephews, do your dirty work as long as you like."

ONLY CENSURE FOR CRISPI.

VERDICT OF THE COMMISSION WHICH HAS INVESTIGATED THE EX-PREMIER.

Rome, March 18.—To-night the Chamber of Deputies received the report of the Parliamentary Commission appointed on December 2 last to inquire into the charges against Signor Francesco Crispi, former Premier, in connection with the Bank of Naples scandals and the alleged illegal traffic in decorations.

The Commission decided unanimously that there was no ground to impeach Signor Crispi before the Senate or the ordinary courts for peculation, but that his conduct as Minister of State merited the censure of the Chamber of Deputies.

A STAMPEDE FROM DAWSON PENDING.

FIFTEEN HUNDRED APPLICATIONS FOR PASSAGE SOUTH BY THE FIRST STEAMERS.

Tacoma, March 18.—H. C. Pettit, of Spokane, who returned from Alaska on the City of Seattle, brings news to the effect that next June and July will witness a stampede from Dawson that will be equalled only by the present rush of gold-seekers to the Klondike. Up to February 8, when Pettit left, there had been about one thousand five hundred applications for passage south. The accommodations of all the first boats had been sold, and no more applications would be received. When looking upon the second boats there will be another rush. Practically every one of the one thousand five hundred are anxious to get out early and will bring